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1. The airfield was located about 6 km east of Tula (54°12'N/37°36'E), just west of the road to Moscow. There were no permanent runways or taxiways. Temporary quartering buildings were on the south-eastern edge of the airfield; soldiers wearing flying suits were seen there. Soldiers were also sometimes billeted in the small village on the northern edge of the airfield.
2. The following aircraft were stationed at the field:
  - a. Single-engine fighters.
  - b. Three-engine commercial planes (sic), but no Ju-52s. Four or five of these planes landed daily at the airfield. A Soviet pilot said that he made scheduled flights to Moscow and Berlin. The commercial planes flew in all weather.
  - c. Twin-engine planes with radial engines; nose wheel and rod-shaped device, 2 meters long, fitted to the nose of the aircraft. This type of aircraft, particularly, was seen at the field. Over 100 planes of this type were stationed there for two months every summer.
  - d. About 15 cargo gliders were also noticed. They had the same wingspan as that of the twin-engine planes.

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3. Flying activities: Chiefly parachute jumps from twin-engine aircraft, 18 to 20 men jumping from one plane flying at an altitude of 300 to 500 meters. The parachute opened immediately after the jump. The twin-engine aircraft, with cargo gliders in tow, flew daily between 5 and 8 p.m. Twenty-five men jumped from a side door from each of the gliders. The parachutists were equipped with parachutes of different colors, including white, green, red, and blue. The system in the use of these various colors could not be determined. The dropping of vehicles or heavy weapons was not observed. The descent of the parachutists from a twin-engine plane or a glider took about 1 or 2 minutes. Jumps were made only in good weather.
4. An airfield of 1,500x2,000 meters is located west of Tula, just south of the Upa River. Three or four partially destroyed hangars and some small buildings were on the southern edge of the airfield. Southeast of the airfield, just south of a road running westward, were two barracks buildings where Soviet soldiers and civilians said that paratroopers were quartered.
5. The airfield west of Tula was occupied by the following aircraft:
  - a. About 30 twin-engine aircraft with a nose wheel, single tail assembly, four-bladed propeller, retractable, twin-wheeled main landing gear, door and windows in the fuselage. Other prisoners and Soviet soldiers called the type Il-12.
  - b. About 30 cargo gliders: High-wing monoplanes, with elliptic wings, tail wheel, landing gear, cockpit in fuselage. Length 8 to 10 meters, span about 12 meters.
6. A maneuver was held on two consecutive days on the Tula-Orel (52°55'N/36°00'E) road, near Gorbachevka (53°36'N/37°10'E) between 5 and 10 September 1949. About two parachute regiments participated in the maneuvers; the paratroopers, who were 18 to 20 years old, said that they were quartered in the barracks SE of Tula airfield. They also said that the twin-engine aircraft and cargo gliders in use were stationed at the airfield west of Tula. About 30 aircraft participated in this maneuver.
7. Progress of the maneuver: Toward 10 a.m. twin-engine airplanes with double rudder assembly appeared above an improvised airfield near Gorbachevka. About two regiments of parachutists jumped from heights ranging between 800 and 1,000 meters, then assembled, and deployed toward the boundaries of the airfield. At 11 a.m. about 30 twin-engine planes were sighted. These were like those observed in Tula and had cargo gliders in tow. When once over the airfield, they released the cargo gliders, which then landed at the airfield, flying in one line. They were unloaded immediately; as far as could be made out, one 76.2-mm antitank gun and one passenger car similar to the Volkswagen were unloaded from each plane. Since the paratroopers also used mortars, these possibly also were dropped from the cargo gliders. After the gliders had landed, the twin-engine aircraft also landed. The paratroopers wore camouflage suits made of tent halves, and were armed when jumping with a submachine gun with attached box magazines. \*\*\*
8. A second airfield from which fighters and bombers took off, was north of Tula, west of the road to Moscow.

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9. The airfield was about 5 km north of Tula and 3 km east of the railroad line to Moscow. It was bounded on the south by a river. Soviet workers said that the airfield had a taxiway but no runway. Hangars or other buildings were not observed.
10. Mainly parachute jumps were observed at the field after mid-1947. Only individual jumps from twin-engine airplanes were made. Jump height 300 to 400 meters. About 20 to 30 aircraft were observed at one time.
11. In September and October 1949 mass jumps of entire parachute units were observed near Plavsk (53°42'N/37°16'E). About 19 fully equipped paratroopers armed with submachine guns jumped from each of the 30 to 40 twin-engine planes.
12. Other PWs said that there was a parachute school in Plavsk, and that officers of the German Air Force were said to be employed there as instructors.
13. The Tula-North airfield had an asphalt runway sloping slightly to the SW, looking like a "very broad, black road". On the NW end of the runway was an asphalted parking area for aircraft. On the NE edge of the airfield was a four-story quartering building, about 60 meters long. A gravel road, about 300 meters long, led to the highway from this building.
14. About six twin-engine airplanes were standing in the parking area. They were used regularly for parachute training and were usually called Douglas planes by the PWs.
15. West of Tula, north of the road to Aleshnya (37°16'E/54°14'N) there was another airfield. A fuel dump was on the southern edge of the field and a barracks 1 km southeast. Other buildings were not noticed. The barracks was a conspicuous four-story building with a garage and some annex buildings.
16. About 20 biplanes and one captive balloon were stationed at the airfield.
17. The following activities were observed from Obidimo (54°18'N/37°24'E): Parachute jumps of four men from the captive balloon which was moored at an altitude of 200 or 300 meters. The captive balloon was hauled down every ten minutes. Three or four men jumped from a Douglas plane; every five minutes a plane flew over the western airfield. Three or four men jumped from each plane. Formations of up to 12 planes were seen. The aircraft had apparently taken off from the northern airfield. The parachutists were dropped on a large meadow south of Piekhanovo railroad station, about 3 km NW of Tula. Squadrons of nine to twelve cargo gliders were occasionally observed aloft.
18. The airfield north of Tula, about 500 meters west of the highway, was about 800 meters long in its NS extension. The surface of the airfield was rolled turf and had drainage facilities. Two concrete strips running from east to west, presumably runways, were observed. A new four-story brick building 60x30 meters long, probably living quarters and flight control, was on the eastern edge of the field. On the northern edge were wooden repair shops. Other PWs noticed a boundary lighting and runway lighting system.

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19. Flying Activities: Circles with biplanes, single flights of six to ten fighters similar to the Ie-109 were observed. Twin-engine Douglas planes towed cargo gliders, high-wing monoplanes with wide wings and about one third larger than the Douglas. Parachute jumps; four men jumping from each of one to three captive balloons, 300 meters high, were also noticed. Three to five jet planes with straight wings and a clearly visible fuselage step were also stationed at the field and were observed taking off and landing.

1 Annex: Location sketch of Airfield near Tula

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